

WITHIN OUR BORDERS

Alberta's Aid to Colombo Plan
The Coleman-Kananaskis Road

School Broadcasts
Field Services Branch

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The West Aids The East

Province Provides Technical Assistance Under Colombo Plan

Alberta Bridge Building Program Offers Profitable Experience For Two Indian Engineers Studying Western Methods

Lessons learned this month with the Bridge Branch of the Alberta Highways Department will aid two engineers to solve the problems of efficient bridge construction in far-off India.

That is the practical benefit which will result from the Alberta Government's co-operation in arranging for the two Indian engineers to study highway bridge design in Alberta and construction techniques and administrative methods of the provincial government's Bridge Branch.

The two engineers, L. W. Kale, who works as a government bridge engineer in the area around Bombay, and his companion, H. J. Yadav, who lives near New Delhi, are spending a month of study in Alberta under the auspices of the Colombo Plan, a plan under which the Government of Canada, together with six other countries of the Commonwealth, is providing technical assistance to aid the economic development of the countries of South and South-East Asia. Mr. Kale is the Executive Engineer in the employ of the Building Projects Division of the Public Works Department of the State of Bombay, India. Mr. Yadav is the Executive Engineer in the employ of the Public Works and Irrigation Department of the State of Madhyabharat.

They are the most recent in a series of Indian technical groups who have studied in Alberta. Both are trained men with backgrounds of experience in the bridge building field, qualifications which will make their stay in Canada valuable to their country. Their experience will enable them to assimilate more readily the more technical details of bridge building.

Both men are keenly interested in Alberta's bridge building program because the government branch has many problems in common with their own government. A shortage of trained engineers and workers, shortages of steel and often other materials, and the difficulties of carrying out an ambitious long-term bridge building program over an immense area traversed by innumerable rivers, creeks and other watercourses are problems found in India as well as Alberta.

Mr. Yadav and his companion will spend their month in Alberta doing field and office work under the guidance of L. G. Grimble, Chief Engineer of the Bridge Building Branch. They will spend part of their time studying bridge construction on the Alberta



Latest in a series of Indian engineers who have visited Alberta to further their technical advancement of their country are H. J. Yadav (left) and L. W. Kale (right) shown here studying Alberta bridge design with L. G. Grimble, Chief Bridge Engineer of the Department of Highways.

branch of the Trans-Canada Highway. Before coming to Alberta, they worked with the Ontario Highways Department and late in October will travel to British Columbia to work with the Highways Department of that Province.

Another group visiting Alberta under the sponsorship of the Colombo Plan came from the Government of Pakistan. Six Pakistan government officials recently studied municipal, school and hospital administration as well as provincial-municipal relations by working in groups of two with officials of Vulcan and Grande Prairie Counties and the Municipal District of Wainwright.

During the latter part of August, the Alberta Highways Department played host to a mission from India, Pakistan and Ceylon which was studying Canadian highway construction techniques.

The Government of Alberta was requested to assist in the technical assistance program by the Government of Canada and willingly offered a helping hand. Trainees from the countries of South-East Asia are proposed by the governments of their own countries and after approval by the International Economic and Technical Co-operation Division of the Department of External Affairs are sent for training in departments of the various provincial governments. The students' expenses are paid by the Canadian Government's Technical Division while their salaries are continued by their states in India.

"Within Our Borders" is a publication designed to acquaint the people of the Province with the administration and services of the Alberta Government.

It is believed the many and varied services of the Government will be effective in the degree they are known and used.

Any material used is for immediate republication. All photographs used are Alberta Government Photographs unless otherwise specified.

Correspondence should be addressed to "Within Our Borders," Legislative Buildings, Edmonton.



A Drive Through Nature's Vastness

Forest And Mountain Provide Stirring Setting On 140 Miles Along Coleman-Kananaskis Road

(The Coleman-Kananaskis Road, Alberta's newest scenic road, is again featured in this issue in the second of two articles. The first of these articles described the general aspects of the road; this week's article describes what motorists will see as they drive over the road.)

You enter the road at the Crowledge Ranger Station on the outskirts of Coleman (elevation 4,500 feet). Two miles on is the boundary of the Crowsnest Forest Reserve and then for five miles you drive up the winding valley of Pelletier Creek through stands of pine, poplar and spruce that are between 30 and 55 years old.

The first summit, Vicary Summit with an elevation of 5,868 feet, is at Mile 7.5. The road then passes down the valley of Vicary Creek through stands of young pine. On the right of the road are the peaks and ridges of the Livingstone Range while at points you can look back over your left shoulder and see the massive Crowsnest Mountain flanked by its graceful hand-maidens, the Seven Sisters.

Vicary Creek

A bridge crosses Vicary, sometimes called Stony, creek and near Mile 15, you pass through an area in which sheep are allowed to graze. Just beyond the 15-mile marker, Thunder Mountain (altitude 7,716 feet) appears ahead and slightly to the right. Daisy Creek now appears on the right of the road and at Mile 20 crosses the road. After crossing Daisy Creek, you drive through the grassy bottomland of Racehorse Creek. At the point where Daisy and Racehorse Creeks join, one of the Alberta Government camp shelters has been erected.

The Racehorse bottomland is cattle range and cattle are driven through the Livingstone Gap from the ranches of Maycroft and the Porcupine Hills to graze on the high grass. You cross the Racehorse Creek Bridge, a 140-foot long span which is the longest bridge on the route, and then there is a good view of the south end of the Livingstone Range. A mile beyond the Racehorse Bridge, the Oldman River appears from the east, flowing through what appears to be solid rock. A road leads into the Oldman Gorge, affording an interesting view of a perfect geological anticline on Thunder Mountain.

Dutch Creek

After passing the Livingstone Gap Ranger Station, you cross Dutch Creek, where there is another of the red-roofed Alberta Government shelters, and the north-west branch of the Oldman River. Along this section, you drive through stands of pine and occasional stretches of open rangeland, which nourish the more than 3,000 cattle which graze in the Livingstone and Oldman Valleys every summer.

At Mile 36, Tornado Mountain of the High Rock Range can be seen while you turn down the open grassland and brush of the Livingstone Flats.

At one point, a stand of brush is broken by a trail and a nearby sign proclaims that this is the trail leading to the cabin of "Barbwire Johnny," and that "you're welcome." Barbwire Johnny's real name is William Speers and his age, as close as he reckons, is 72 years.

Speers is a rare individual, a man who has lived alone in his isolated and picturesque sod-roofed cabin and now finds himself on the side of a busy road. He once farmed in the Porcupine Hills but for the last few years has been trapping in the Livingstone Valley and prospecting for coal claims. He welcomes visitors and, with his white beard and mountain man appearance, provides a photogenic study for tourists. A nearby creek has been named in his honor and you pass the highway sign announcing that you are crossing Speers Creek.

Twin City

You cross Coat Creek and then there is a view of Isola Peak, a mountain which stands alone like William Speers and is proud of its self-sufficiency. Near Mile 40, is the place named Twin City, but the only buildings in sight are two cabins, used by cowboys and trappers.

After crossing the Livingstone River, you again are in solid

stands of timber and just past Mile 45, the secondary road to Nanton swings off to the east. At Mile 50, you come across an unexpected sight—a drilling rig of Duke Petroleum Co. Ltd., Calgary, which is searching for oil in the mountain wilderness. Even this oil drilling rig complements the scenery—the paint on its base structure matches the sky.

From Wilkinson Summit (altitude 6,544 feet) the road winds down the narrow valley of Wilkinson Creek, crossing the sinuous creek no less than four times. At Cataract Creek, about Mile 59, there is another camp shelter and camping site from which Cameron Lookout, which at an altitude of 8,334 feet is the highest in Canada, can be seen on the mountain to the east.

Traces of an Old Burn

After crossing Cataract Creek, you climb through an area of burnt-over timber, destroyed in the great Highwood Forest Fire of 1936. Here, a healthy crop of young pine is growing in to replace the burnt timber which is being salvaged to provide pitprops for nearby coal mines. At Etherington Creek, about Mile 65, you look out at the Highwood Range and Mount Head (9,116 feet).

At Mile 65, Baril Creek is crossed and two miles farther on, the Highwood River is spanned by a 96-foot "through truss" timber bridge. Beyond this, the road forks, a branch going to the east to the Sentinel Ranger Station and the Town of Longview, while the trunk road swings to the northwest up the Highwood Valley.

Here you drive along grassy hillsides but the valley below is well-timbered. At Mile 71, a magnificent view of the Elk Mountain Range opens to the southwest and west with seven peaks about 9,000 feet high clearly visible.

Mist Mountain

From Mile 75 to Mile 90, the road runs through the old burn of 1936, crosses Mist Creek and passes Mist Mountain (altitude 10,303) on the right. After following Storm Creek, the road passes out of the burn and crosses an area where snow-slides block the road, sometimes in June and July. A detour has been built here to avoid the snow-slides.

A mile farther on, and you are driving over the highest stretch of engineered road in Canada. At 7,239 feet, the Highwood Summit is only a couple of hundred feet below timberline.

Over the summit and you are in the Kananaskis Game Preserve and moving downward through the valley of Pocatererra Creek. Here are stands of spruce interspersed with the beautiful Alpine larch. Here are visible the paths cut by snow-slides through the timber. The tremendous force of these slides can be easily estimated from the stumps of thick trees which have broken like matchsticks under the implacable force of the snow.

The Pocatererra Peaks

In this area, the mountains seem to rise from the road and you can look across the valley to solid rock. On the right of the road, are Mount Arethusa and Mount Rae (10,576 feet), and on the left the Pocatererra Peaks. At Mile 96, a spectacular view of the Upper Kananaskis Basin opens in the west with the blue Kananaskis Lakes at the foot of the mountains and glaciers of the Continental Divide.

Beyond Mile 100, you drive around a switchback and see from there the low ridge forming the Elk Pass into British Columbia. You head northward through the Kananaskis Valley with the peaks of the Opal Range on the right and the mountains of the Kananaskis Range on the left. Here is the beautiful waterfall of Elpoca Creek dropping through a sheer canyon below a bridge, the high mountain waterfall of White Man Creek and a succession of mountains—Elpoca, Tombstone, Wintou, Jerram, Burney, Blane, Brock, Hood, Pakenham and Evans-Thomas.

At Mile 119, the road passes out of the Forest Reserve and continues as an Alberta Government Highway crossing the Kananaskis Forest Experimental Station area and joining the main Calgary-Banff Highway at Seebe. The total driving distance from Coleman to Seebe is approximately 140 miles.

A Within Our Borders Picture Page

Scenic Beauties Of The Coleman-Kananaskis Road



(1) Near Highwood Summit about Mile 91 of the road. (2) a load of burnt-over timber is brought out by truck through the Kananaskis Valley to provide pit-props for the coal mines. (3) the deep and rugged gorge of the Oldman River at the Livingstone Gap, about Mile 35. (4) the twin falls of the Highwood River. (5) cattle graze near the Highwood Summit which is the highest altitude over which the road passes. The Coleman-Kananaskis Road at this point is the highest section of engineered road in Canada. (6) the Vicary Creek Bridge at Mile 15 of the road. (7) the road winds through the wide and picturesque Kananaskis Valley near Elpoca Creek. (8) Elpoca Falls drops sheer to provide a photographic thrill for tourists. (9) strange geological patterns twist the side of mountains of the Highwood Range in the Pocaterra Valley.

Science To Be Stressed In School Broadcasts

Greater emphasis will be placed on science in the 1952-53 program of the School Broadcasts Branch of the Department of Education.

"Travel by Telescope" opens up new worlds of science every Wednesday morning for students in Grades 7 to 9. This series, from November 12 to December 10 deals with the magnitude of the universe and ties in with Unit 3 of Grades 7, 8 and 9 Science courses. Scripts for these broadcasts are by Catherine Philip and production by CKUA. "Travel by Telescope" will be heard each Tuesday morning.

Grades 4 to 6 will join "The Curiosity Club" every Tuesday afternoon from 2:10 to 2:30, to explore elementary science and its effect upon the earth. This series commences January 6 for five consecutive broadcasts.

The Creative Writing series proved so effective last year, that the School Broadcasts Branch will continue it again this year, as an integral part of the series, "Books Alive." Five practical, down-to-earth programs will deal with the problems of learning to express oneself on paper. The sixth program will be devoted to the reading of the best submissions from the student audience. "Books Alive," commencing on October 10 and running through to March 13 will include six programs on creative writing, three poetry programs, a two-program play workshop and dramatizations of well-known stories. "Books Alive" will be heard each Friday at 11 a.m.

School Broadcasts are presented daily, morning and afternoon. Morning programs are aired over CKUA and CFGP at 11 a.m. The same shows are heard over CHAT at 3 in the afternoon. Afternoon programs are presented over CBX, CJOC, CKUA, CHAT and CFGP at 2 p.m. All morning programs and Monday afternoon shows are heard one week later on CFGP. Teachers may choose the programs they think will be of most help to their classes, from a broadcast guide which has been sent out. Teachers' guides go out to approximately 4,500 instructors, and pupils' guides for each course vary from 7,000 to 25,000. Complete program schedules may be obtained by writing to the Co-ordinator of School Broadcasts, Department of Education in Edmonton.

School Broadcast programs written and produced in Alberta this year total 105, 60 of which are dramatic shows. Local talent is used both for writing and acting, and production originates mainly in the studios of CKUA. Tuesday and Thursday afternoons, the programs are relayed on the western regional network, and are produced in British Columbia and Manitoba. Friday afternoon programs on the national network are produced in the CBC studios, Toronto.

This year again, the "Magic Door" swings wide each Tuesday when primary pupils are led into the exciting world of stories. Other programs include a Tuesday afternoon series on citizenship for Grades 4 to 6. "Across Our Wide Dominion" on Wednesdays, is a program for Grades 7 to 9. It ties in with Unit 1 of the Grades 7 and 9 Social Studies courses, and shows how environment affects the type of life in Canada. This is a five-program series commencing October 8.

Other School Broadcast programs of particular interest are the "Sing and Play" series on Monday afternoons. This program for Grades 1 to 3 is directed by Miss Janet McIlvina of Lethbridge, who has been leading radio singing and games for youngsters for 13 years. Monday morning, current events are discussed in a clear and colorful way. Monday afternoons, parents are given information on the school broadcasts and other typical school activities.

"It's Fun to Draw" will begin its sixth consecutive year on October 8. Directed to Grades 4 to 9, this series will be heard on alternate Wednesday afternoons. The "Music Makers" program will be aired every other Wednesday for Grades 4 to 6. This series will feature musical appreciation, teaching of songs, and a choir of pupils from schools in Calgary and Edmonton.

A speech training class, under the direction of Miss Reta Speers, for Grades 4 to 6, will be heard Thursday mornings and a musical program for Grades 7 to 9 Thursday afternoons. On Friday afternoons, there will be a five-program wild life series for Grades 4 to 6, and following that a series of history dramas for Grades 7 to 9. In subsequent School Broadcast programs students may listen to a Shakespearean drama, an operetta, news on industries, a health and personal development program and the history of the commonwealth.



A display of Alberta handicrafts was recently set out in the Legislative Building, Edmonton, to show Alberta merchandisers the quality and variety of handicraft articles being made by Albertans. The display was sponsored by the Cultural Activities Branch of the Alberta Government as part of a campaign to encourage a provincial handicrafts industry. In this photograph, two girls are shown looking over some of the approximately 400 articles which were submitted by 60 persons and numerous handicraft clubs.

Branch Assesses Property In Improvement Districts

Making the assessments of real and personal property in Alberta improvement districts is the main duty of the Field Services Branch of the Department of Municipal Affairs. The branch carries out numerous other essential assignments from reporting poll tax to preparing reports for the Old Age Pensions Branch.

The Assessment Act requires that annual assessments be completed by July 1, except for personal property, which, if it is situated in the district for 30 days, may be assessed and taxed at any time before September 1. The 16 field assessors of the branch make their assessments during the early part of the year and try to have their work completed by late spring so there will be no delay in placing levies, issuing tax notices and arranging for Courts of Revision.

All assessment and tax notices go out directly from Edmonton and delinquent taxes are collected by the field assessors where possible. In three Improvement Districts—Calgary, Medicine Hat and Drumheller—full-time office assistants are provided while at Westlock there is a part-time assistant.

Assessments cover farm lands and subdivisions, improvements, personal property (goods and chattels), railway property such as station grounds and elevators, coal mining properties, oil wells, seismograph equipment, cement and lime plants, lumber mills and other industrial installations.

A special Industrial Assessor prepares assessments on all large industrial properties and special properties such as coal mines, oil drilling rigs and seismograph equipment.

Field Inspectors value lands for sale under the Tax Recovery Act, attend Courts of Revision to answer complaints against their assessments and make appraisals for The Public Trustee in all parts of Alberta.

While their work for The Public Trustee takes them everywhere in Alberta, the preparation of reports for the Old Age Pensions Branch is done only in the Improvement Districts. In 1951, the field inspectors prepared more than 1,885 of these reports, most of which must be reported on annually so that any necessary revisions may be made in pensions paid persons in the District.

Reports are prepared also for the Child Welfare Branch of the Department of Public Welfare. These reports mainly concern a parent's ability to contribute to the care of a child in a provincial institution. Often, the inspectors are called upon to attend Child Welfare and Juvenile Delinquent Courts.

Inspections for the Dominion Prairie Farm Assistance Act are carried out in late summer and must be completed by the first week of September. In addition, the field inspectors occasionally are asked by the Government of Canada to find out whether proper accommodation is available for immigrants coming to farms within an improvement district.

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